Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Canceled)

2. (Currently Amended) The brake application system according to Claim 20, wherein, for the electric driving of the ~~one~~ first screw connection part an electric drive unit is provided which consists of an electric motor with a gearing arranged on an output side, the gearing output of the gearing is rotationally coupled with the ~~one~~ first screw connection part.

3. (Previously Presented) The brake application system according to Claim 2, wherein the electric motor comprises a d.c. motor, and the gearing comprises a planetary gearing axially adjoining the d.c. motor as well as one or more gearwheel stages arranged on its output side.

4. (Currently Amended) The brake application system according to Claim 2, including a clutch in front of the electric drive unit of the ~~one~~ first screw connection part, by ~~means of the~~which clutch, in the event of the presence of an axial force originating from a braking, the ~~one~~ first screw connection part is non-rotatably coupled with a non-rotatable part and is otherwise uncoupled from the ~~latter~~non-rotatable part.

5. (Currently Amended) The brake application system according to Claim 4, wherein the clutch includes a cone clutch having at least two conical surfaces which can be stopped as a function of friction against one another and are arranged obliquely when viewed in an effective direction of the axial force.

6. (Currently Amended) The brake application system according to Claim 5, wherein one of the conical surfaces is constructed on a housing and the other conical surface is constructed on a conical sleeve non-rotatably connected with the ~~one~~ first screw connection part.

7. (Currently Amended) The brake application system according to Claim 6, including a threaded pin of the ~~one~~ first screw connection part screwed into an internal thread constructed in a bottom of the conical sleeve.

8. (Currently Amended) The brake application system according to Claim 7, including a gearwheel meshing with a gearing-output-side gearwheel [[(]]of ~~a~~the gearing and being coaxially rotatably disposed on a cylindrical projection of the conical sleeve.

9. (Currently Amended) The brake application system according to Claim 8, including a slip clutch arranged between the electric drive unit and the ~~one~~ first screw connection part; and the slip clutch ~~is constructed to be slipping~~slips when stop positions have been reached and is otherwise coupling.

10. (Currently Amended) The brake application system according to Claim 9, wherein a first of the ~~one~~ stop ~~position~~ positions is formed by the application of the brake pads on the brake disc and ~~another~~ a second of the stop ~~position~~ positions is formed by ~~a screwing~~an end position, in which the ~~one~~ first screw connection part is screwed into the ~~other~~ second screw connection part to the second of the stop positions[[,]] or ~~vice versa~~the second screw connection part is screwed into the first screw connection part to the second of the stop positions.

11. (Currently Amended) The brake application system according to Claim 10, wherein the slip clutch is arranged between the cone clutch and the electric drive unit of the ~~one~~ first screw connection part.

12. (Currently Amended) The brake application system according to Claim 11, wherein the slip clutch contains balls pretensioned by a defined spring pressure in grooves, the grooves being constructed on a face of the gearing-output-side gearwheel, and the balls being held in bores of a ring non-rotatably held on ~~the~~ a cylindrical projection of the conical sleeve.

13. (Currently Amended) The brake application system according to Claim 20, wherein[[,]] at least during the electric driving of the ~~one~~ first screw connection part in one rotating direction for the wear adjustment, the ~~other~~ second screw connection part is held in a non-rotatable manner.

14. (Currently Amended) The brake application system according to Claim 13, wherein the ~~other~~ second screw connection part is coupled with ~~an~~ a first electric drive unit for the emergency and/or auxiliary release by ~~an unlockable~~a lockable free wheel[[,]], and the

~~unlockable~~ lockable free wheel permits a rotation of the ~~other~~ second screw connection part by the electric drive unit in a direction against ~~the~~ wear adjustment and is constructed for blocking this rotation if ~~it~~ the rotation is not caused by the electric drive unit.

15. Currently Amended) The brake application system according to Claim 14, wherein ~~another~~ a second electric drive unit of the ~~one~~ first screw connection part is actuated independently of the first electric drive unit of the ~~other~~ second screw connection part.

16. (Currently Amended) The brake application system according to Claim 14, wherein the first electric drive unit of the ~~other~~ second screw connection part contains an electric motor.

17. (Currently Amended) The brake application system according to Claim 14, wherein the ~~other~~ second screw connection part is coupled by a slip clutch with the first electric drive unit and has an application surface for the application of a rotating tool.

18. (Cancelled)

19. (Currently Amended) The brake application system according to Claim ~~18~~14, ~~including~~ wherein the ~~unlockable~~ lockable free wheel is formed as a coil spring free wheel between a cylindrical wall of a non-rotatable part and a sleeve rotating along with the nut.

20. (Currently Amended) A brake application system for vehicles,~~-~~, comprising:

a wear adjuster ~~having~~ including a helical gear ~~which has~~having a threaded spindle and a nut which can be screwed ~~thereto as~~to the threaded spindle, the threaded spindle and the nut each being one of two screw connection parts;

~~one~~ a first of the two screw connection ~~part~~ parts of the helical gear being electrically driven to rotate for the wear ~~adjusting~~adjuster; and

~~another~~ a second of the two screw connection ~~part~~ parts of the helical gear being electrically driven to rotate for an emergency and/or auxiliary release of the brake.